

Approved For Release 2006/11/08 : CIA-RDP69B00041R000300020037-4

DATE

TOP SECRET

ROUTING	
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TO :

FROM :

ACTION:

INFO :

IN 84960

OSA 1-20 H

TO

INFO

CITE

TOP SECRET 301136Z CITE [] 5707

PRIORITY []

25X1

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1. [] IN 129 APPARENTLY HAD A FAIRLY GOOD MISSION AL-
THOUGH GETTING IT STARTED WAS SOMETHING ELSE. WHILE IN COCKPIT
PRIOR TO START 400 CYCLE GROUND POWER WAS LOST TO AIRCRAFT WITH A
RESULTANT LOSS OF INS. SPARE AIRCRAFT, 131, WAS MADE PRIMARY WITH
A 0300Z TAKEOFF SCHEDULED. INS ON 129 WAS RE-TORQUED IN TIME TO
SET IT UP AS SPARE. SCHEDULED BOTH TO TAXI OUT. 131 HAD A HYDRO
LEAK ON START AND HAD TO BE ABORTED; CRACK IN LINE. THE AIRCRAFT
ARE ALL STARTED DURING INITIAL MISSION GENERATION AND THOROUGHLY
CHECKED IN THE SAME MANNER THE PILOT WOULD CHECK BUT THE LEAK WAS
NOT APPARENT AT THAT TIME. [] GOT STARTED OK AND ACTUALLY
MADE IT AROUND THE ENTIRE COURSE AHEAD OF SCHEDULE IN FINE FASHION.
PACKAGE WAS OPERATED AS PROGRAMMED AND TRANSPORTED APPROXIMATELY
3500 FEET. ALL OTHER SYSTEMS APPEARED TO WORK TO THE BEST OF OUR
KNOWLEDGE AT THIS TIME.

25X1

TOP SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

IN 84960 [REDACTED] 5707)

T O P S E C R E T

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25X1

2. ARC 50 WORKED FINE BUT WAS TOO HOT UPON LANDING. COCKPIT WAS UNCOMFORTABLY HOT IN FULL COLD POSITION. Q-BAY REMAINED 65-70 DEGREES ENTIRE FLIGHT (NORMAL). TACAN FAILED INSIDE OF THE LAST 50 MILES. ALL REFUELINGS CAME OFF RIGHT ON TIME IN EXCELLENT MANNER. BEACON WORKED WELL ON SECOND RV SO ASSUME TANKERS HAD THEIR PROBLEMS ON THE OTHER TWO JOIN-UPS.....THEY DID HAVE PROBLEMS;

[REDACTED] SPARE HAD TO SHUT DOWN AN ENGINE AND THE GROUND SPARE REPLACING HIM HAD A FIRE WARNING LIGHT SHORTLY AFTER TAKEOFF BUT STAYED UP IN CASE HE WAS NEEDED.

25X1

3. INS WAS RIGHT ON MONEY ACCORDING TO PILOT AFTER 2:39 HOURS BUT HAD AN OUT OF SPEC ERROR AT SHUTDOWN. ROUTE WAS FLOWN AS BRIEFED AND FUEL WAS AT LEAST AS GOOD AS PROGRAMMED. TEMPERATURES WERE IN OUR FAVOR THIS DATE.

4. WEATHER ON FIRST PENETRATION 25-45 PERCENT CLOUD COVER. ON SECOND PENETRATION 0-25 PERCENT CLOUD COVERAGE. PILOT ENCOUNTERED CLOUDS FLYING AT 76,000 FEET IN VICINITY OF TYPHOON ANITA. AIR WAS UNSTABLE BUT NOT EXCESSIVELY ROUGH.

5. NO UNUSUAL INTELLIGENCE INFO. [REDACTED]

25X1

[REDACTED]

25X1

6. REPORTING, DEPARTURES AND RECOVERY ALL OK.

7. AIRCRAFT HAS SEVERAL WRITE UPS; HYDRO LEAK IN ELEVEN AREA, COCKPIT HOT AND BY-PASS DOOR ON RIGHT SIDE STOPPED SCHEDULING AUTOMATICALLY, APPEAR TO BE THE MAJOR PROBLEMS AT THIS TIME. [REDACTED] MIGHT HAVE IT DOWN FOR A FEW DAYS HOWEVER, BECAUSE OF PREVIOUS FUEL

25X1

T O P S E C R E T

IN 84960 [] 5707)

T O P S E C R E T

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25X1

LEAKS.

8. THE LAST ITEM; JACK OPENED HIS FACE PLATE DURING LAST REFUEL-
ING. STATED HE HAD SOMETHING IN HIS EYE AND THAT IT HAD TO BE DONE.
OF COURSE THIS PRACTICE IS STRONGLY DISCOURAGED AND NOT NORMALLY
DONE. ON HIS FINAL LEG HE SUSPECTS HE HAD A MILD CASE OF THE BENDS.
CANNOT TAKE CHANCE AND HAVE HIM GROUNDED FOR 48 HOURS FOR OBSERVA-
TION WHICH IS STANDARD PROCEDURE. THIS ELIMINATES ANY SPARE
PILOT FOR TOMORROWS MISSION. DENNY IS HERE BUT WILL NOT BE READY
BY TOMORROW. HIS FIC1 RIDE IS SCHEDULED TOMORROW.

9. WELL THATS IT - - CHEERS AND I HOPE THE NEW EXPOSURE SETTINGS
AND SYSTEM VI WORKED OUT.

T O P S E C R E T TOR: 301248Z JUN 67

T O P S E C R E T